

# SUBWAYS OF EUROPE GIVE LOW FARES TO WORKMEN; PARISIAN TUBES ARE BEST

Evening World Representative, Just Returned From Abroad, Makes Interesting Comparison of Systems in Foreign Capital, but Finds New York Service Better.

New York has just bound its transit future over to the two private corporations now enjoying the overhead and underground monopoly of our city, without an apparent thought of securing a special reduced fare to the thousands of working people in the largest city of the Western world. No such oversight of the tollers was made by the municipal authorities of the chief centres of population in France, Germany and England when they passed out subway contracts to private corporations. Interesting facts concerning foreign subways were noted by an Evening World reporter recently returned from abroad.

In Paris workmen riding in the subways get a special early-morning fare of ten centimes, or two cents, with the same low fare back home during the day.

In Berlin a cheap ticket is sold all day, 10 pfennig, or 2½ cents, for four stations, and 20 pfennig, or 5 cents, for ten stations.

In London a special fare concession of a penny, or two cents, for five miles is made to the toiling masses before 8 A. M., with the return portion of the ticket costing the same, good any hour of the day.

From lines or surface electric railroads all over Europe average under a three-cent fare to everybody at all times of the day or night. In Amsterdam, where the lines are owned by the city, the cost of a ride is two cents. Some localities even have an arrangement whereby workmen are carried free before certain hours of the day.

## IN PARIS.

French Capital's Subways Carry Many More Passengers Than New York Tubes.

There has been so much criticism of the Paris subway by returned Americans that the real facts are interesting. They would lead to the conclusion that the critics visited the wrong Paris by mistake and never did ride on the splendidly equipped Nord branch of the underground system of the French capital.

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## YOUNG ELOPERS WHO HOPE BRIDE'S MAMMA WILL FORGIVE.



MR and MRS. CARL F. SIEBURG JR.

Berlin sees it that too many persons do not have business in a certain section. By restricting the height of all buildings to five stories the municipality prevents such congestion as New York is burdened with in lower Broadway.

A German view is that 50 per cent. of the business done at the lower end of Manhattan could just as well be done uptown.

Nowhere in London can one get a ride of seven miles and a half mile—the distance from Flatbush avenue station, Brooklyn, to Van Cortlandt Park, via Interborough tube, for the sum of 5 cents in its English equivalent. The longest ride in the new London subway at any hour of the day is six miles, from Charing Cross to Golders Green, for 8 pence, or 8 cents of our money.

While the basis of the London fare is distance, singularly enough one can travel often twice as far in one direction for the same fare as is fixed for a journey in another direction. Only the native Londoner knows the secret of this. One tells the ticket seller where one wants to go and he says how much the fare is.

In the "tuppenny tube," a deep-down, frightfully ventilated line, one can travel three stations for a penny, or two cents, and for "tuppenny" one can travel the entire distance of seven miles. Before 8 A. M., one can buy a return ticket on all the London lines at a low fare, good to return on all day, which is the special concession for working people, arising from the private corporations by the L. C. C.

As in Paris, one opens the door of the London subway car when entering or leaving a train or car. There is no guard on each car. It is kept busy closing doors. To ask him any questions is foolish, for he is a full-grown man drawing boy's wages, and has no general knowledge whatever as to the time of train departure, or stations. When the gong sounds, he jumps to close the side doors. That lets him out.

There are no seats in London yet. All are of wood, and they are declared to be fire proof.

## IN BERLIN.

They Sell Tickets for Dogs on the Subway of the German Capital.

Where Zone System Prevails.

No municipal credit was placed at the disposal of the Deutsche Bank, which financed the Hochbahn-Gesellschaft of Berlin subway, as was done in New York in the case of the present subway. The Deutsche Bank, which last year, paid a dividend of 10 per cent. upon an investment of \$47,500,000.

The present Berlin subway is 13 miles long, 6½ miles being upon an elevated structure. Contracts have been let for fourteen miles additional, 12 miles of which are underground. This additional mileage will cost \$80,000,000, giving the German capital a 25-mile system, 19½ miles of which are underground.

In Berlin the fares are regulated upon the zone system. One pays for the number of zones or stations one rides, and out of 20,000,000 passengers carried last year, 10,000,000 travelled the minimum distance of four stations, paying ten pfennig or 2½ cents for the ride.

Second and third class tickets are sold. There is no first class. American tourists and rich Germans patronize the second class carriages. They are usually quite empty. The bulk of Berliners ride third class, for which the fare is: Seven stations, 15 pfennig or 3½ cents; ten stations, 20 pfennig or 5 cents; thirteen stations, 25 pfennig or 6½ cents; and from the first to the thirteen stations 30 pfennig or 7½ cents.

"The greatest good to the greatest number" is the German defense to the zone system, and the city points to the fact that only 10 pfennig a cent last year's traffic rode ten stations and paid the higher fare. Twenty-five per cent. rode in the seven-station zone, while sixty per cent. rode only four stations and were entitled to the short haul fare.

The equipment of the Berlin subways does not demand any particular praise. The cars are of wood, fireproof in fact, but they are discolored and unattractive. The cars are discolored and unattractive. The cars are discolored and unattractive.

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## NEITHER BLESSING NOR SCOLDING FOR PRETTY ELOPER

In Fact Mamma Is So Angry That She's Simply Ignoring Daughter's Marriage.

Only one thing was lacking to little Mrs. Mabel Sieburg's joy on the Fourth. She did not get mamma's blessing. She waited for it all day. She was still waiting for it this morning.

She advertised for it yesterday. But, though she hoped, and even cried at little over it in her disappointment as the hours went by, she had hardly thought it would come. For Mabel's advertisement was the public announcement of her marriage.

Mabel and her husband, Carl F. Sieburg Jr., sat in their handsome flat in the Markens at No. 510 West 111th street and the fifty-sixth street, and every time the telephone bell rang Mabel jumped. But the ring was not from mamma.

"Oh, if she'd only phone and say something," sobbed Mabel.

"But you know she'd only say—"

"What would it matter so long as we could just get her to begin to speak," interposed Mabel.

"It would only be fireworks," laughed Carl.

The young bride's family, her mother, Mrs. Charles Weisbecker, her sister Lily, and her brothers Arthur and Charles, were spending the Fourth at their cottage at Belmar, N. J.

"Perhaps they never saw the notice of our wedding," said Carl.

His bride sobbed an "Oh" that seemed to shake volumes. Mabel had relied on the great holiday to bring about a reconciliation and the advertisement had been a daring effort to obtain her mother's forgiveness for leaving the parental home, dodging the detectives hired to watch her, and uniting herself with her husband in spite of mamma's opposition.

MOTHER PAID NO HEED TO ANNOUNCEMENT.

Mrs. Weisbecker is the widow of Charles Weisbecker, owner of a big market in Harlem, who was killed in an automobile accident and left a large fortune to his wife, to go at her death to the five children. If she saw the notice she paid no heed, though it was the first word she had heard of her daughter in a week.

Mabel's romance has been an exciting one and the excitement is still on. The pretty little blonde, who is seventeen and well known in Harlem as a lover of horses and automobiles, first met young Sieburg at a matinee party last December.

It was a case of love at sight, and when Mabel reached home that evening it was already too late to warn her that in her mother's opinion she was too young to marry. Finding her loveliness opposed, Mabel set about eloping.

The first elopement took place in January, when a runaway wedding in Connecticut was to be followed by a honeymoon in Paris. But cruel Connecticut laws balked them when they got to Greenwich, and Mabel had to return home still single. When mamma learned the secret, which had been let out to a friend, Carl found himself in trouble with the brothers and was thrown out of the house.

An automobile smash barred the next elopement, and again Mabel had to return sorrowfully home while it took Carl three weeks to recover from his fall.

The day of the second marriage of Mrs. Sartoris, who has been a widow for nineteen years, also was her birthday. She is fifty-seven years old and the bridegroom about the same age. Their wedding is the culmination of a long courtship on the part of Mr. Jones, who met Mrs. Sartoris when he was Assistant Postmaster-General in Washington during President Cleveland's second administration. He is now a banker in Chicago.

As a beautiful young woman Mrs. Sartoris shared the great popularity of her soldier-father when he was so high in public favor, and was the life of the White House during his second administration as President. She had a romantic meeting with Capt. Algenon Frederic Sartoris, an English army officer, on a steamer returning from Europe. Although President Grant at first opposed the match, the wedding was performed in the East Room of the White House on May 21, 1874.

Capt. and Mrs. Sartoris went to England to live, and three children were born to them. They separated before the death of Sartoris in 1903.

The bride was given away by her son, Capt. Algenon Sartoris, Viscount Grant, who met Mrs. Sartoris when he was a brother, came from California for the ceremony and was accompanied by his son, a Harvard student. Other members of the family were present. Mrs. Sartoris' jewelry included a superb pearl and diamond pendant.

Vanderbilt's Old Friend Dead.

John M. Van Buren, ninety-three years old, of No. 873 Jefferson avenue, Elizabeth, N. J., died at his home Wednesday night after a long illness. He had been a resident of Elizabeth for many years. He was at one time an intimate friend of Commodore Vanderbilt, and was presented to Queen Victoria during a visit to England some years ago.

Choice of Choicest.

Even in Ceylon teas there's a choice. The tip-top of the crop.

White Rose

CEYLON TEA

Found, 1/4 lb. and 10c. Packets.

White Rose Coffee, None Better

Fine for soups, salads

and gravies too, 10c.

At Grocers' and Delicatessen Stores,

Made by E. F. H. & Co., 301 Spring St., N.Y.

Eddys

Sauce

Shake a dash of this sauce

over your meat or fish and

enjoy the whole meal better.

IT'S A GREAT RELISH.

Eddys

Sauce

## FIRES AT "DIP," BUT JUDGE REFUSES TO HOLD WEAPON USER

Anti-Pistol Law Not Invoked Against Man Who Protects His Own Property.

The Sullivan Anti-Weapon law was not invoked in the case of Rosario Castronovo, of No. 133 Cherry street, when that young man appeared before Magistrate Corrigan in the Tombs Court today after he had shot at and captured a man who is said to have picked his pocket on the platform of the Chatham Square "L" station.

Castronovo was indicted by three pickpockets on the platform, and one of the three "lifted" his wallet containing \$100. A platform man pointed out to Castronovo which of the three he said had stolen the purse and Castronovo pursued the alleged pickpocket to the street and grabbed him.

"Let me go and here's your wallet," said the man, and Castronovo let him go. But almost in the same instant he looked in the purse and saw that \$50 had been taken out. Then he raced after the pickpocket, yelling to him to stop. When he failed to do so Castronovo drew a little .22 calibre revolver and fired two shots. The shooting brought two policemen, one of whom

grabbed the alleged pickpocket and the other Castronovo.

Both men were arraigned before Magistrate Corrigan. The prisoner said he was William Albert of No. 33 Macdougal street. He was charged with grand larceny and held for the Grand Jury. Then the policeman who had arrested Castronovo asked that he be held on a charge of violating the Sullivan law.

"I don't think it is the intention of the law to hold a man in a case like this," said Magistrate Corrigan. "This man used that weapon in defense of his property after he had been assaulted and robbed. The weapon does not look more dangerous than a toy pistol. I will dismiss the charge."

WHITE "BILLYCOCK" HAT SOLVES PUZZLE OF KING.

Country Suit With It, When He Appears at Henley—Has No Precedent to Go By.

LONDON, July 5.—Just what attire he will wear in the royal barge at the regatta at Henley on Saturday is the problem uppermost in the King's mind to-day. His Majesty is in a serious quandry, the occasion being without a precedent, as the State barge has never been used since the Victoria era.

"Nothing on earth," said King George to Lord Desborough, "will make me wear a tall hat in these circumstances."

Lord Desborough suggested a naval uniform, but the King replied that a naval uniform on the river would make him look like a ventriloquist.

It is understood that the difficulty will be solved by King George appearing in a country suit and a white "billycock" hat.

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